

Instantaneous Views of New York Harbor.



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LONG ISLAND.
GOVERNOR'S ISLAND.

NARROWS.

STATEN ISLAND.
FORT WILLIAM.



U.S. BARGE OFFICE.

BATTERY PARK.

BATH HOUSE.

HARBOR VIEW, FROM THE PRODUCE EXCHANGE.



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THE "PROVIDENCE".

NORTH RIVER VIEW.



FORT LAFAYETTE. FORT HAMILTON.
THE NARROWS.



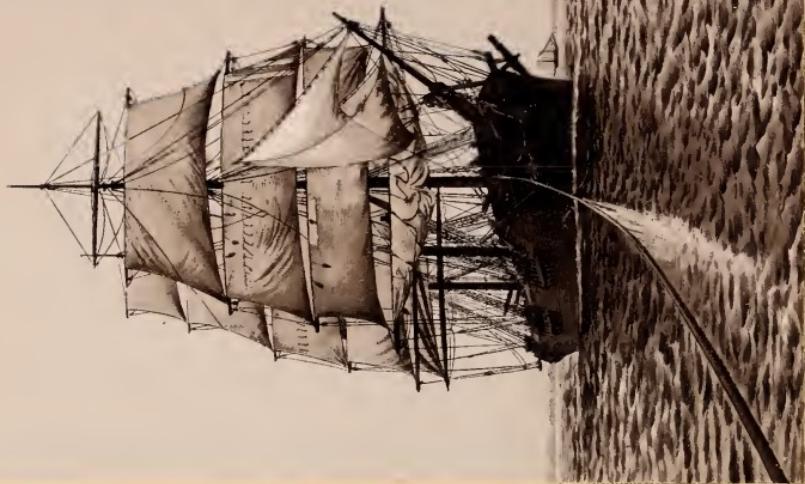
WAR VESSELS IN THE EAST RIVER.



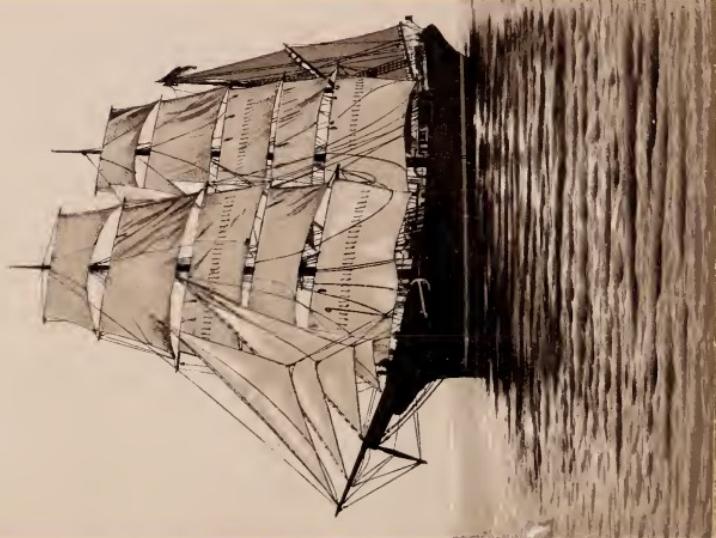
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A BARK.





YACHTS RACING.



EXCURSION STEAMER "COLUMBIA".



A PILOT BOAT.



SCHOONER & YACHT.



SANDY HOOK LIGHT SHIP.



"BREEZY AND SLEEPY."



BACKING OUT OF DOCK.



BUSY TUGBOATS.



CATAMARAN "JESSIE".



FLOATING GRAIN ELEVATOR.



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INSTANTANEOUS VIEWS —OF— NEW YORK HARBOR.

New York's predominant position as one of the great commercial centres of the world depends principally on its excellent location for maritime traffic. Evidently, the Dutch traders who selected in 1610 the southern part of Manhattan Island for a settlement, laying so the foundation of the future metropolis of the New World, had been fully aware of the advantages this site offered for mercantile pursuits. It may be considered doubtful, however, if any vision of futurity presented to the minds of those pioneer merchants the present importance and celebrity of their first settlement in America.

The harbor of New York, formed by the Upper and Lower New York Bay, the Hudson and East Rivers, has few equals in dimensions and natural beauty. The outer bar begins at Sandy Hook, a bare, low peninsula, eighteen miles from the Battery on the South end of the city, and is crossed by two ship channels of considerable depth, which admit vessels of the greatest draught. A few miles farther up the shores of Long Island and Staten Island approach within a mile of each other, forming a strait, the Narrows, by which the inner bay communicates with the outer or maritime bay. Forts Wadsworth and Tompkins, on the verge of the Staten Island shore, and Fort Hamilton on the Long Island shore are supposed to protect in the case of war this national gateway from the ocean, but being rather antiquated and badly armed, they would hardly fulfill that requirement. In fact, competent military men assert, that New York City would be entirely at the mercy of an enemy, as, under the existing circumstances, any modern man-of-war could easily force its way through the Narrows or shell the city from the Lower Bay. The question of a better system of coast and harbor defence has lately been often brought before the nation, and will have sooner or later to be solved.

Nothing contributes more to facilitate the maritime commerce of New York than its situation amidst the stately waters of the Hudson—popularly known at this point as the North River—and the East River, the latter an arm of the sea, or a continuation of Long Island Sound—which afford an

available, triangularly-shaped water-front of 25 miles in length, densely lined with piers, warehouses, grain-elevators, dry-docks, basins, etc. The water-fronts of the neighboring cities, Brooklyn, Jersey City and Hoboken belong, in every essential sense, to New York. Extensive docks have also been recently erected at Staten Island, Bay Ridge and other available points on the Bay.

The natural advantages of the harbor do not require such radical and extensive improvements as were made in the leading European sea-ports, nevertheless the constantly increasing traffic created in recent years a demand for better accommodations. The wharves and the buildings on them are of the most primitive style, presenting a very picturesque aspect, but lacking greatly in convenience. A permanent river-wall, so located as to widen the river street considerably, and a series of piers of ample dimensions and adequate construction, allowing an unobstructed passage of the water, and covered with suitable sheds, are now in progress of erection. The dilapidated old piers and tumbledown rookeries of warehouses will gradually disappear and with them a good deal of the picturesqueness that now surrounds the waterfront.

The trade in New York Harbor has in the last twenty-five years risen to really astonishing dimensions. The number of vessels of all descriptions engaged in foreign and coastwise trade entering and clearing the harbor in 1883 was 11,646. Numerous steamship companies carry on an immense passenger and merchandise traffic between New York and European ports, the West Indies, Bermuda Islands, Mexico, Central and South America. Besides this an immense fleet of steamers and ferry-boats plies the Bay, Long Island Sound and the Hudson, bringing daily many thousands of passengers to and from the city.

In making a general survey of the harbor and its varied picturesque associations, we take best a standpoint on the roof of the new Produce Exchange on Whitehall Street, facing Bowling Green, the historical spot, where the Dutch settlers erected the first buildings of "New Amsterdam," the New York of to-day. From here we obtain a view of the city, the immense Bay and the surrounding beautiful country, that will remain ineffaceably stamped upon the memory. Just below, the blue waters of the rivers girding the city, fairly swarm with coming and going steamers, stately sailing vessels, squat ferry-boats, crowded with passengers, dingy sloops and schooners, fishing and oyster boats, dainty yachts, row boats, here dodging, there chasing each other, the whole seemingly an inextricable chaos and yet guided and controlled by strict rules.

Looking towards East the eye strikes the gigantic dimensions of the great Suspension Bridge, the Eighth Wonder of the world, which spans in one bold leap, 1600 feet long, the East River from shore to shore, connecting New York with its great suburb, Brooklyn. The total length of the Bridge with

its huge viaducts measures 6000 feet. As far as the eye reaches in the round expands a vast sea of streets and buildings, charmingly dotted with squares, gardens and parks—the cities of New York, Brooklyn, Long Island City, Jersey City, Hoboken and numerous villages, all of which are closely connected with each other by the interests of business and daily life, and could almost be considered one gigantic city.

Glaucing over the immense, beautiful Bay we observe in the foreground charming patches of green—Governor's, Ellis' and Bedloe's Islands. The latter, a mere bank holding a fort, will be the site of the colossal statue of Liberty, the gift of the French Nation, a testimonial of her enthusiasm for great ideas and the arts and of a corresponding warm-hearted conception of the outside world. *Governor's Island*, lying at the mouth of East River, about a mile distant from the Battery, with its sweeping green glacis, the tiny south battery, Fort Columbus and Castle William frowning in picturesque uselessness, forms a conspicuous feature in the harbor scenery. Ellis's Island, projecting only a few feet above the water, contains nothing but a large powder magazine.

Beautiful *Staten Island*, charmingly girded with green hills and cosy cottages, has seen days of great prosperity, but gradually lost its former importance. To-day it appears a mere abode of fishermen, sailors and small shopkeepers and a convenient dormitory for New Yorkers. Behind the long-drawn village that skirt the Bay and the Kill von Kull channel, comprising New Brighton, Stapleton, Tompkinsville, Clifton, etc., lies a “terra incognita” given over to slack and wasteful farming, or even worse, to the sullen aggression of nature, dispossessed years ago, but now returning in the shape of weeds, small timber and coarse, ruinous underbrush. On all sides appear evident signs of departed prosperity. The people who formerly lived inland have either gone down to the water to mingle with the scant influx of newcomers, or have vanished altogether, leaving rank the spots which half a century ago were beautiful parks and gardens.

Near Stapleton, inside the Narrows, lie the Quarantine buildings, where all vessels coming from foreign ports lay by, until the Health officer has finished the medical examination of the passengers, and given either a permit of landing or ordered the vessel in quarantine at Gravesend Bay. On Hoffman and Dix Islands, both artificial formations, composed chiefly of stone ballast thrown overboard outside the Narrows, stand quarantine hospitals.

Long Island has also in the course of time undergone many changes, but instead of having deteriorated, like Staten Island, it has gained in prosperity, alas! at the cost of its former romanticness. Some fifty years ago the green shores of Long Island quietly rested almost in nature's beauty decorate. Here and there a farm house or a villa, and a few windmills, brown with age, varied the scene. Brooklyn had not yet descended from its lofty

heights to spread itself over the sandy acres in all the ugliness of commonplace, becoming thus in size the third city in the Union. The wonderful effect which Brooklyn Heights then had upon the beauty of the Bay has now almost vanished. The pebbled beach at the foot of the heights, once a favorite bathing place, had to give way to the requirements of commerce, and its sides are converted into dingy docks and warehouses.

THE BATTERY,

At the extreme southern part of the city, looking out upon the Bay, was the site of a fort in the early years of the City, the Castle Garden of to-day. Later on it was converted into a Summer Garden and Opera House, whence it derives its now not very appropriate name. Many celebrated public men, amongst them Lafayette, when he revisited the country in 1824, were given receptions at this historic spot. The famous Jenny Lind made here her first appearance before the American public. Since 1855 Castle Garden serves as the landing depot for immigrants, the poorer class of which often receive shelter here, while preparing for departure into the interior of the country. A labor bureau connected with the establishment furnishes many with employment in or outside the city.

The Battery was in former years a fashionable promenade, and many of the wealthiest and socially distinguished people in the town lived in the lower part of Greenwich Street, State Street and around the Bowling Green. Nowadays this whole district comprises nothing but large business houses of many monotonous stories, the cheapest kind of boarding-houses and saloons. The beautifully laid out Battery Park, embracing 15 acres, still retains some of its former distinction, and presents a magical aspect at night, when the electric lamps glitter through the trees and bushes like so many glow-worms.

Anchored to the massive sea wall which protects the Battery, floats an immense public bathing establishment, during the hot season daily frequented by thousands. The Battery swarms at all times with newly arrived immigrants, sight-seers and loungers, who gaze with apparent interest on the bewildering, kaleidoscopic scenes that have made New York Harbor so famous.

The *U. S. Burge Office*, adjoining Castle Garden, a new, well-built edifice in Byzantine style, serves as the headquarters of the various boats used in the revenue service. A pavilion attached to it has been lately used as the landing depot for cabin passengers from transatlantic steamers.

NORTH RIVER.

Perhaps no part of New York Harbor presents a more animated and pleasing sight than the North River. Hundreds of vessels, highly miscellaneous in their composition, ply the river in all directions, or are moored to

the docks, loading or unloading their cargoes. Sloops and schooners of antiquated cut, with battered hulls and patched sails, glide lazily over the water, easily overtaken by puffing, hard-working tugs, having long lines of canal boats, barges or scows in tow. The canal boats, which receive the freight of the Erie Canal, are provided with all the comforts for a small family, and present a characteristic sight with playing children on deck, strings of family washing fluttering in the breeze, cradles, cats, dogs, flower-pots, etc.

A highly interesting feature in the North River scenery consists in the numerous passenger steamers, going daily and nightly up and down the Hudson or the Long Island Sound—real leviathans, with tier on tier of comfortable staterooms, huge saloons and diningrooms, fitted up in gorgeous style. Gayly decorated excursion steamers, crowded with passengers, who often enjoy on the upper deck dancing to the tunes of a band, enliven in the summer months constantly the waters. The “Columbia” represents a fine specimen of this latter craft. Some of them, in keeping up with the fashion or craze of the time, have even been provided with skating rinks.

In the North River concentrates the transatlantic steamship traffic. Both riversides are densely lined with the immense docks of the numerous steamship companies, all of which have a fleet of admirably equipped and swift vessels. These great ocean steamers represent the triumph of marine architecture, and rival in comfort any first class hotel, providing also ample accommodations for travelers with limited means. The “Oregon,” of the Cunard, the “Westernland,” of the “Red Star,” the “Hammonia,” of the Hamburg and the “Ems” of the Bremen line, etc., vary from 4000 to 8000 tons and accommodate each over 1500 passengers. They perform wonderful feats of speed. The “Oregon” crossed the Atlantic in 6 days and 11 hours, and the shortest trip on record has lately been made by the “Etruria” in 6 days and 2 hours. Transatlantic steamers leave and arrive daily, often 5 or 6 at one time. The parting of such a monster, decked with flags and covered with hundreds of cheering and saluting passengers, attracts always a great crowd on the wharves.

A ramble along the docks gives an insight into the maritime commerce of New York. Stevedores, athletic men with bare breasts and arms, unload here an immense four-masted schooner, that brought the various products of the tropics, there another one, moored to a gigantic floating grain elevator, receives its load of wheat. Freight steamers, orange schooners, oyster boats, fishing smacks, etc., empty their welcome cargoes in kingly profusion on the wharves, from where they are shipped inland or hauled for consumption by the capacious stomach of the metropolis and her suburbs. Thousands of busy people, numberless vehicles of all description, etc., throng the river street, everywhere contending and bustling elements, all having their share of the gigantic work that raised New York to such a proud position amongst the emporiums of the world.

WAR VESSELS IN THE EAST RIVER.

The scene, as here pictured occurred on the memorable 24th of May, 1883, when the New York and Brooklyn Bridge was opened to traffic.

The Brooklyn Navy Yard on the south shore of Wallabout Bay, East River, embraces a total area of 144 acres, including a mile of splendid wharfage. Here anchors a part of the United States Navy, consisting of steam frigates, some sailing frigates, sloops of war, etc., vessels of antiquated construction and poor armament, the last remnants of a once efficient navy. Efforts to raise the same to the modern standard have repeatedly failed. If picturesqueness were the only thing desirable in a man-of-war, our rotten ships would be everything needful.

TYPES OF VESSELS.

Our instantaneous views present a number of vessels, of which we give the main characteristics:

Here we have a *ship*. It has a bowsprit and three masts: a main-mast, a fore-mast and a mizzen-mast, each of which being composed of a lower mast, a top-mast and a topgallant mast, and is square rigged.

Barks are threemasted, having their fore and main-masts rigged as a ship, and her mizzen-mast as a schooner.

Schooners are small, sharpbuilt vessels, usually having two masts, with fore and aft sails, but sometimes carrying a square foresail, square fore-top-sail and top-gallantsail. Some schooners have three and four masts. The first schooner ever constructed was built in Gloucester, Mass., in 1713, and it is said to have received its name from the way it skipped ("scooned") along the water.

The *Yacht* among boats may be likened to the fashionable fine lady in contrast to a robust country girl. These beautifully-shaped crafts are used only for pleasure trips, racing and the like, being often fitted up with the utmost elegance. Of late steam yachts are much in vogue. A representative specimen of this class, the swift and gorgeous "Atalanta," belonging to a railroad magnate, has cost over \$300,000. Yachting as carried on in New York befits rich men's purses only. Twelve yacht clubs have their headquarters in New York Harbor, the most important being known as the New York Club, which has an estimated valuation of vessels amounting to \$3,000,000.

The catamaran "Jessie" represents a new type of pleasure sailboats. She is an almost flat-bottomed vessel, with two hulls, held several feet apart by connecting rods, and carries but one mast and bowsprit. Such vessels can only be used in smooth water, where they perform wonderful feats of speed.

RIVER SCENES.

The peculiar and individual beauty of River scenes can especially well be observed from aboard of one of the oddly shaped ferry-boats, which like enormous turtles cross the waters about New York in all directions. Early in the morning, when the fog still spreads over the waters and the fashionable portions of the cities are not yet aroused from their slumbers, the first ferry-boat passengers already arrive, drowsy looking toilers whose vocation calls for early hours, and hundreds of milk and provision wagons file into the boats. When the sun appears above the hill tops, casting long bars of gold across the gently rolling waters, the busy life in the thoroughfares leading to the ferries, gradually rises to a roaring racket and din, with struggling masses of carts and drays, shouting drivers and thousands of pedestrians, pushing hastily forward to secure a comfortable place on the boats, which are usually crowded to their utmost capacity. A trip on such a boat in the bright sunshine and the refreshing breeze of a summer morning, passing hundreds of vessels of all descriptions, the picturesque waterfronts full in view, impresses one deeply with the beauty and grandeur of New York Harbor. Some of the ferry-boat routes on the Hudson River have a length of several miles, offering a delightful sail amid charming scenery, and at such a small cost, that even the poorest can indulge in it. On evenings during the heated term these routes are frequented by many hundreds for the sole purpose of an airing. Such a sail is highly fascinating. Lights flash in all directions over the water, and from time to time the white sails of ships glide ghost-like by, while on both sides of the river thousands of street lamps glow in the hazy air. On winter days the scene presents a different aspect. Heavy fog settles often for days on the rivers, and the ferry-boats move along with utmost precaution to avoid collisions. Huge floating ice-blocks make the passage often quite dangerous, but the pilots are so skilled and careful, that accidents rarely occur.

A trip up the East River and the Long Island Sound, passing along the various islands, with their charming parks and green lanes, offers enchanting pieces of river-side landscape. On a holiday, the river presents a gay and lively aspect. Excursion boats, steam launches and sailing vessels, laden with pleasure seekers, fill the water on all sides. Blackwells Island, 120 acres in extent, contains a number of public institutions—the penitentiary, almshouse, hospitals, etc. "Hell Gate," a short distance farther up, was long the terror of all vessels entering or leaving the harbor by way of Long Island Sound. It was a collection of rocks in the channel, which offered so much resistance to the tides as to cause a succession of whirlpools and rapids. A few years ago the largest rocks were blasted by dynamite, and the few remaining will soon be removed. Ward's Island divides the Harlem from the East River. Randall's Island, the last of the group, is separated from Ward's Island by a narrow channel. The gem of Long Island Sound, Glen Island, may be considered the most charming resort for the day in the vicinity of New York.



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